

**REMARKS**

The drawings are amended, per the attached Submission, to overcome a few noted informalities contained therein. In particular new Fig. 3 has been added to show diagrammatically the known arrangement of the vehicle and drive train elements as described in the Applicant's specification and claims at least at paragraphs 008-010. New formal drawings, incorporating the requested amendments, will follow once the requested drawing amendments are approved by the Examiner. If any further amendment to the drawings of this application is believed necessary, the Examiner is invited to contact the undersigned representative of the Applicant to discuss the same.

The Applicant thanks the Examiner for indicating that claims 9-17 are allowable. Claim 18 is rejected under 35 U.S.C. § 112, first paragraph, for the reasons noted in the official action. The inadequate written description rejection is acknowledged and respectfully traversed in view of the above new claim 19 and the following remarks.

While the Applicant has canceled the rejected claim 18, the Applicant has rewritten the claim as newly added claim 19 to clarify the subject matter thereof and also provide a more conventional U.S. format.

As set forth in paragraph 010 of the Applicant's specification, "Accordingly, the purpose of the invention is to indicate a dual clutch-brake combination with which a shift of the range gear system can take place, while the torque transferred by the variable longitudinal differential lock between the drive axles remains unchanged even during the range shift."

Based on the previous claim 18 the Examiner indicated that it is not clear from the description how the dual clutch brake combination would be used in conjunction with the vehicle gearbox in order to actuate a shift element of the range gear system and vary the closure of the differential lock clutch. Based on new claim 19, and the disclosure in paragraph 008 of the Applicant's specification the vehicle gearbox is conventionally positioned prior to the two-stage range gear system in the vehicle drive train as generally known in the art. "*In the vehicle's drive train a shiftable, two-stage range gear system is arranged after the main gearbox. . .*"

Thus, there is no direct interaction between the dual clutch brake combination and the vehicle gearbox per se.

The dual clutch brake combination as disclosed in the present invention is however the operative element which permits the range gear system to shift, e.g., from a high torque setting to a low torque setting, while maintaining a degree of closure of the clutch in the differential. This in turn continues the balance of torque between the front and rear axles of the vehicle. Newly entered claim 19 is believed to clarify this aspect of the present invention.

The Applicant points out that there is more than sufficient disclosure in the present specification to support the rewritten features of claim 19 which now specifically claim the features "wherein the shift element of the range gear system may be actuated by the first drive output shaft (4) of the electromagnetically actuated dual clutch-brake combination while maintaining the degree of closure of the clutch longitudinal differential lock according to the rotation of the second drive output shaft (6)". Direct support for this is expressed at page 5, lines 25- page 6, line 5 of paragraph 026:

The electromagnetic brake 52 can be actuated independently of the electromagnetic clutch, so that all four shift conditions can be implemented. In particular, it is possible, first, when the clutch magnet coil 32 is switched off, to impose a given torque on the second drive output shaft 6 by means of the input electric motor, which determines the torque transmission in the variable longitudinal differential lock of a distributor gearbox of a vehicle. *If the electromagnetic brake 52 is now switched on, this torque is still applied statically to the second drive output shaft 6 even when the clutch magnet coil 32 is energized with current and the connection between the clutch armature 28 and the second output shaft 6 is disengaged.* The electric motor can then be used to activate the first drive output shaft 4, by which the range shift between a slow-drive range and a fast-drive range is brought about.

Whereas a vehicle, a vehicle gearbox, a range gear system, and variable longitudinal differential lock with which the presently claimed dual clutch-brake system are intended to operate are believed fully disclosed in the specification and also well known in

the art, a diagrammatic figure, i.e., new Figure 3, relating to the specification description is not believed to be new matter.

If any further amendment to this application is believed necessary to advance prosecution and place this case in allowable form, the Examiner is courteously solicited to contact the undersigned representative of the Applicant to discuss the same.

In view of the above amendments and remarks, it is respectfully submitted that all of the raised written description rejections should be withdrawn at this time. If the Examiner disagrees with the Applicant's view concerning the withdrawal of the outstanding rejection(s) or the issue of the newly added Figure 3, the Applicant respectfully requests the Examiner to telephone the undersigned attorney of record to discuss the same.

In view of the foregoing, it is respectfully submitted that the raised rejection(s) should be withdrawn and this application is now placed in a condition for allowance. Action to that end, in the form of an early Notice of Allowance, is courteously solicited by the Applicant at this time.

The Applicant respectfully requests that any outstanding objection(s) or requirement(s), as to the form of this application, be held in abeyance until allowable subject matter is indicated for this case.

In the event that there are any fee deficiencies or additional fees are payable, please charge the same or credit any overpayment to our Deposit Account (Account No. 04-0213).

Respectfully submitted,



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